AGNICO EAGLE

April 3rd, 2019

Richard Dwyer
Manager of Licensing
Nunavut Water Board
P.O Box 119
Gjoa Haven, NU X0B 1J0

Re: Agnico Eagle Mines – Whale Tail Project Responses to Attenuation Pond Ramp Design Report Comments

Dear Mr. Dwyer,

As requested, the following responses are intended to address the comments made in the below letter:

- CIRNAC – March 22nd, 2019, Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC) comments on Agnico Eagle Mines Limited's (AEM's) Attenuation Pond Ramp Design Report – Whale Tail Pit Project under AEM's Type "A" Water Licence No. 2AM-WTP1826.

Should you have any questions or require further information, please do not hesitate to contact me.

Best regards,

Marie-Pier Marcil

Marie-Pier Marcil
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Senior Compliance Technician

1 Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC)

1.1 Comment 1

Comment 1: It is not clear to us whether or not the "Green" portion of the access ramp as indicated on the 3D-Model figure (refer to Drawing # 61-695-230-200) is part of the new construction.

Recommendation 1: Similarly to cross-sections BB and CC, a cross-section needs to be provided to show details of the indicated area of the ramp.

Agnico Eagle's Response: *"green" structure was part of a temporary structure to start the dewatering and drawdown the basin to a sufficiently low elevation to allow the construction of the attenuation pond ramp to its designed elevation. An additional cross-section (D-D) is provided in attachment (61-695-230-200_R1.pdf).*

1.2 Comment 2

Comment 2: The design plan is lacking details that CIRNAC believes should be included in the design report if it is to be reviewed effectively and approved. These details include: What is the heaviest haulage vehicle considered for the design and what are the compaction techniques anticipated for this type of work? CIRNAC has three recommendations pertaining to Comment number 2.

Recommendation 2a): The proponent is to present and explain further the site-specific design rational supporting the selection of 0-3/4" aggregate with a 200mm thickness for the ramp top layer.

Agnico Eagle's Response: *A 200mm lift of aggregate is deemed sufficient to build a good rolling surface for light vehicle traffic. Ramp maintenance will be performed when necessary.*

Recommendation 2b): A clear description of the methodology adopted for heavy equipment passes to compact the rockfill material.

Agnico Eagle's Response: *Construction of the ramp will be performed with mine haulage equipment (Caterpillar 777, and Caterpillar 785 (heaviest haulage vehicle)). This is sufficient for compaction, without the need for additional compaction methods. No compaction is planned for the edges of the ramp and pad. Settlements might occur locally but are expected to be limited within the bumpers.*

Recommendation 2c): The proponent is to provide "Construction methods and procedures" outlining how infrastructure will be put in place.

Agnico Eagle's Response:

Construction Methods and Procedures:

1. *Prior to bringing new material to the dewatering ramp, current infrastructure needs to be re-sloped:*
    a. *In order to do so, ice at the end of the current temporary infrastructure will be to be broken and cast aside using an excavator (Komatsu PC1250);*
    b. *A Dozer (Caterpillar D8) will then re-slope the dewatering to 4%, as per design drawing #61-695-230-200;*
    c. *A surveyor will validate slope and positioning of the ramp;*
2. *Rockfill material is to be brought from the Whale Tail Pit Mine, and deposited on the ramp, where the dozer will then push the material into the lake's footprint.*
    a. *As the ramp progress, ice may need to be broken and cast aside by the excavator;*
    b. *Surveyor will monitor ramp progress and guide the dozer operator.*

1.3 Comment 3

Comment 3: There was no information on how the material to be used (non-acid generating and non-metal leaching), will be adequately segregated from acid generating and metal leaching waste rock material.

Recommendation 3): The proponent should clarify the appropriate measures in place to ensure that no other waste rock material other than non-acid generating (NAG) and non-metal leaching Run-of-Mine (ROM) waste rock obtained from the development of Whale Tail Pit will be used as construction material.

Agnico Eagle's Response: *As per its standard mining operation practices, Agnico samples drill cuttings on every drilling pattern. The Whale Tail Operation ARD-ML Sampling and Testing Plan (attached with this letter),was elaborated to define the sampling, analysis, and testing procedures that are to be implemented to define the acid generating and metal leaching potential of waste rock for the Project. This characterization is to be used by mine staff to ensure that waste rock, overburden (till), and lake sediments are identified, managed, segregated and disposed of in an environmentally appropriate manner, as designated in the Plan. The Plan also define if the waste rock, the overburden, and the lake sediment can be used as construction/closure material. Based on the results, material considered non-acid generating and non-metal leaching is identified by the geology department on the field and adequately segregated. This material will be used for earth work constructions, such as the Attenuation Pond Ramp.*